

BookletChart™

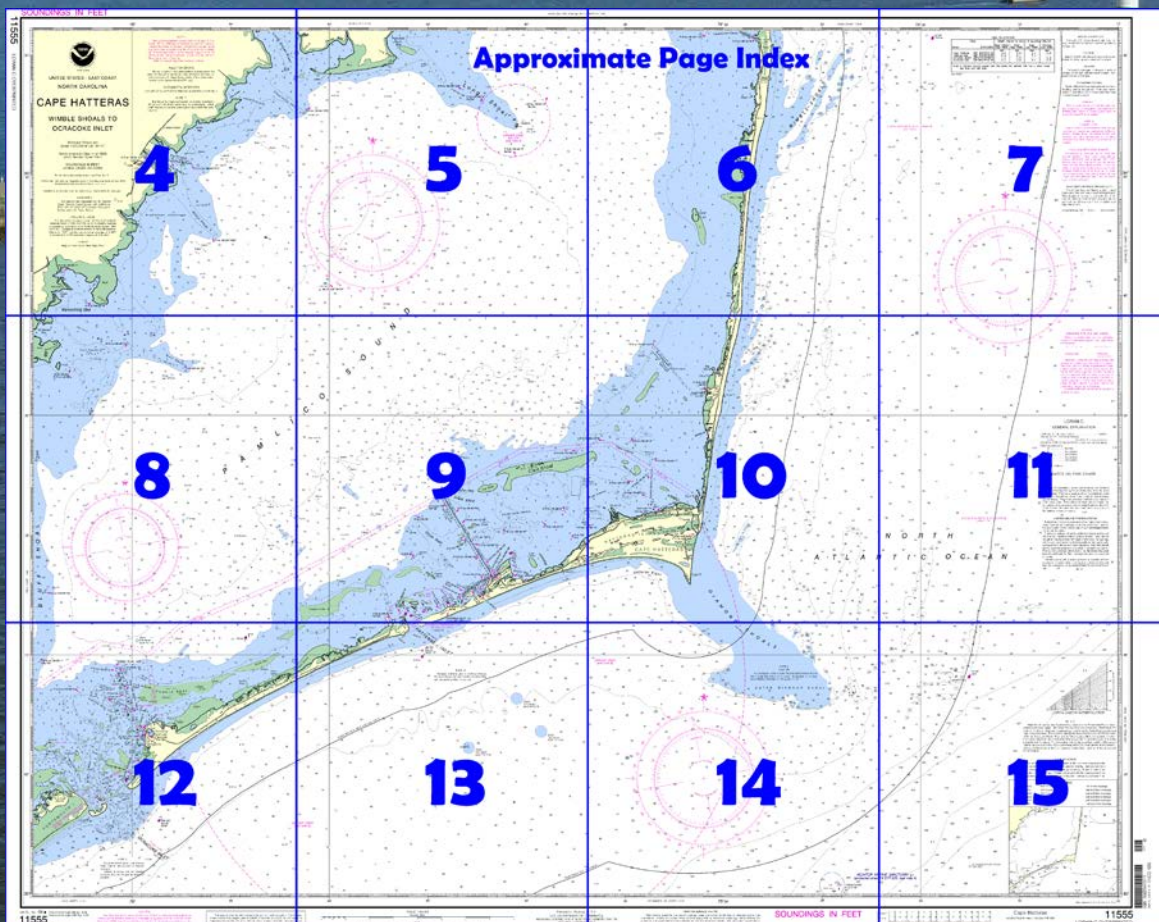


Cape Hatteras – Wimble Shoals to Ocracoke Inlet **NOAA Chart 11555**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11555>



(Selected Excerpts from Coast Pilot)

Diamond Shoals extend off Cape Hatteras. Depths of 3 feet have been found. **Hatteras Shoals**, with little water over them, are usually marked by breakers. **Outer Diamond Shoal**, with depths of 3 to 18 feet, is marked by breakers. A buoy marks the east extremity of Outer Diamond Shoal. Hydrography is not charted on Diamond Shoals due to the changeable nature. Navigation is extremely hazardous for all types of craft.

The wreckage of the Civil War Ironclad **MONITOR**, 7.7 miles south of the eastern limit of Diamond Shoals, has been designated **USS Monitor National Marine Sanctuary**.

Hatteras Inlet is entered over a shifting bar; local knowledge is recommended. The approach is marked by a lighted buoy; buoys marking the channel over the bar are not charted because they are frequently shifted. An 88-foot tower showing a white light on the east side of the inlet is a conspicuous mark.

Hatteras has stores, motels, and restaurants. **Hatteras Inlet Coast Guard Station** is on **Austin Creek**. There are wharves in the basin at Hatteras where berths, gasoline, diesel fuel, and marine supplies can be obtained.

Hatteras Inlet Channel leads to **Rollinson Channel**. The depth was 6 feet. The channel is marked by lights, buoys, and daybeacons. A side channel to Austin Creek had a depth of 5½ feet to the Coast Guard pier and ferry landing. The creek channel is marked by two lights. The tidal currents in the channel through the inlet attain velocities of about 2 knots.

Caution.—Hydrography is not charted on Diamond Shoals due to the changeable nature of the area. Navigation in the area is extremely hazardous for all types of craft. During strong winds the currents set across the shoals with great velocity.

The difficulty of making proper allowance for the Gulf Stream, and the strong currents near the shoals, may cause considerable error in the reckoning. When approaching in thick weather, and uncertain of the position, care should be taken to stay in at least 120 feet, or preferably 180 feet. Diamond Shoal Lighted Buoy 12 (35°09'05"N., 75°17'33"W.) marks the remaining structure of Diamond Shoal Light and is the guide for clearing the shoals.

Caution.—Numerous fishtraps, stakes, and pound nets have been reported in Pamlico Sound; some may be submerged. Small craft should use caution when operating outside the main channel. Pamlico Sound Light PS (35°25'29"N., 75°50'01"W.), 35 feet above the water, shown from a skeleton tower on a multi-pile structure with a red and white octagonal-shaped daymark, marks a dangerous wreck, reported covered 12 feet.

The northern and western shores of Pamlico Sound are broken by numerous small bays and two large rivers, Pamlico River and Neuse River. General depths in the middle of the sound are 14 to 24 feet, but shoals extend miles from shore in many places. **Bluff Shoal**, northward of Ocracoke Inlet, has 7 to 12 feet over it and extends completely across the sound. It is marked by a light. A dangerous wreck, reported covered 4 feet, is close northward of the light.

In the exposed parts of the sound, strong winds from any direction raise a short, choppy sea uncomfortable to small craft and even dangerous to open boats; but protected anchorage for small craft can be found in the many bays along the northern shore, and along the southern shore in several sloughs which lead to sheltered berths in the lee of shoals. Middletown Anchorage and the anchorage in the bight formed by the hook of Royal Shoal can be made either day or night, with caution. Currents are negligible except in the vicinity of the inlets.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander

7th CG District

Miami, FL

(305) 415-6800

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE B DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 8° from the normal variation have been observed at latitude 35°32'0"N and longitude 75°21'2"W. Differences of as much as 3° from the normal variation have been observed 6 to 12 nautical miles offshore from Wimble Shoals to Cape Hatteras. Differences of as much as 11° from the normal variation have been observed 5 to 7 nautical miles offshore from Currituck Beach Light to Wimble Shoals.

NOTE D

Hatteras Inlet is subject to continual change. Entrance buoys are not charted because they are frequently shifted in position.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

NOTE C

Ocracoke Inlet Channel and Teaches Hole Channel are subject to frequent changes. Numerous buoys are not charted because they are frequently shifted in position.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Cape Hatteras, NC KIG-77 162.475 MHz

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE E

CAUTION

Hydrography is not charted for Diamond Shoals due to the changeable nature of the area. Navigation in the area is extremely hazardous to all types of craft.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina. Refer to charted regulation section numbers.

NOTE F

Numerous fish traps and stakes have been reported in the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.627' northward and 1.396' eastward to agree with this chart.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: - - - - -

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Cape Hatteras	(35°14'N/75°31'W)	feet 3.5	feet 3.2	feet 0.1
Hatteras Inlet	(35°12'N/75°44'W)	2.3	2.1	0.1
Ocracoke Island	(35°07'N/75°59'W)	1.2	1.1	0.1
Ocracoke Inlet	(35°04'N/76°01'W)	2.2	2.0	0.1

NOTE: In Pamlico Sound, except near the inlets, the periodic tide has a mean range less than one-half foot.

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.

(Feb 2012)



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NORTH CAROLINA

CAPE HATTERAS

WIMBLE SHOALS TO OCRACOKE INLET

Mercator Projection
Scale 1:80,000 at Lat. 35°17'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.627" northward and 1.396" eastward to agree with this chart.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-566CHART or <http://www.oceangrafix.com>.

POLLUTION REPORTS

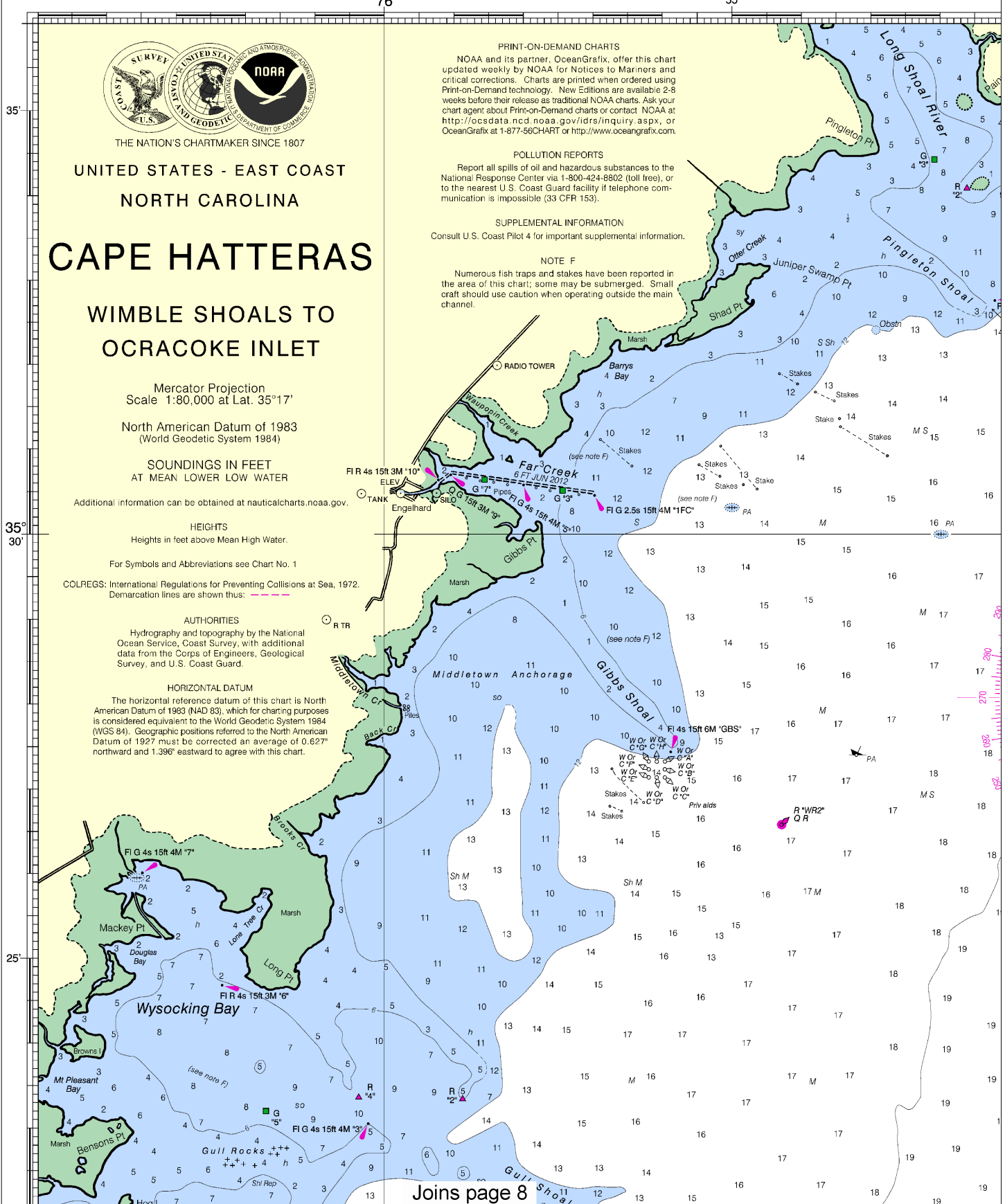
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

NOTE F

Numerous fish traps and stakes have been reported in the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

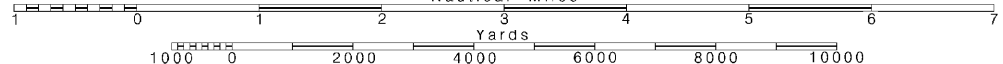


Joins page 8

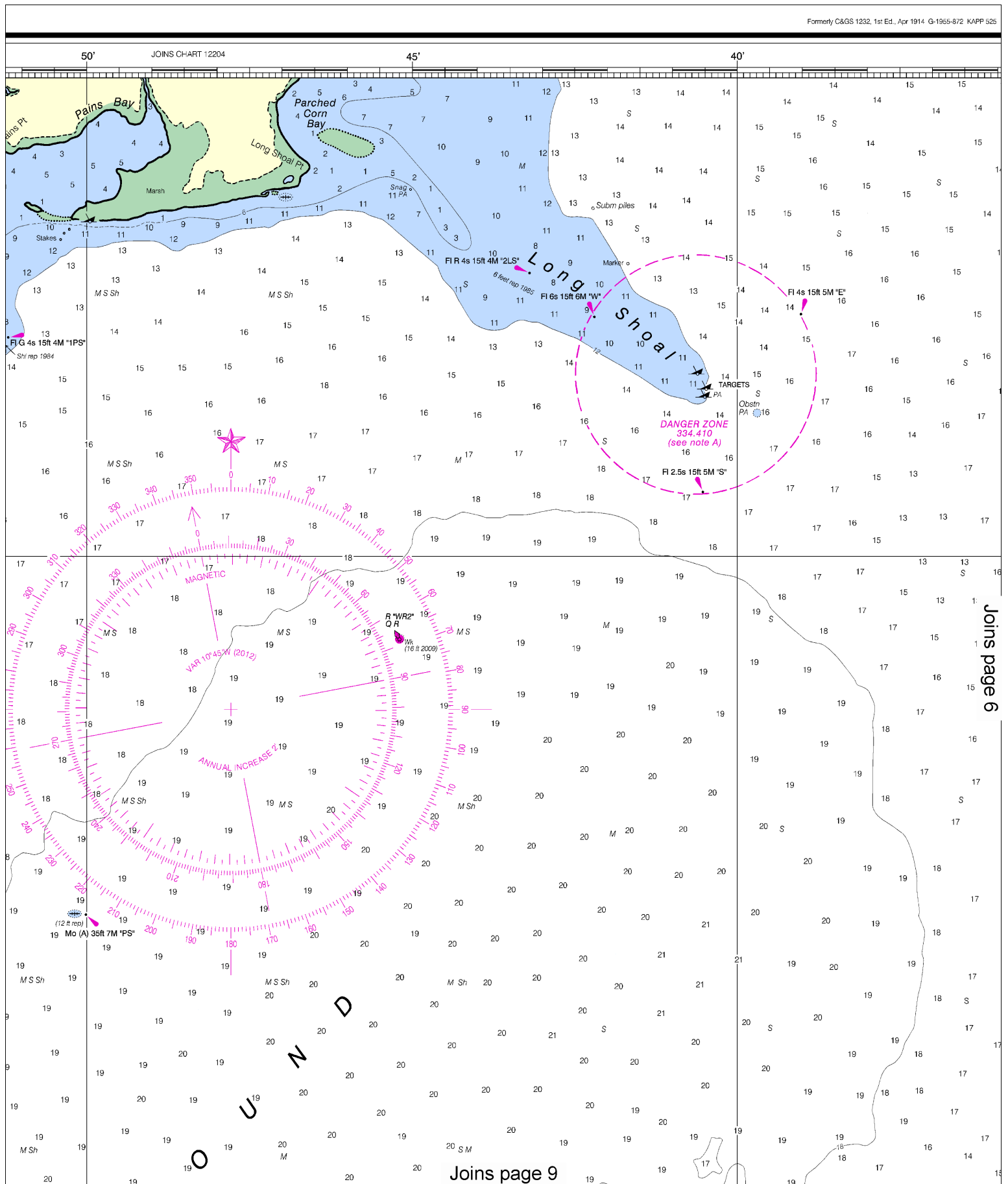
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SCALE 1:80,000
Nautical Miles

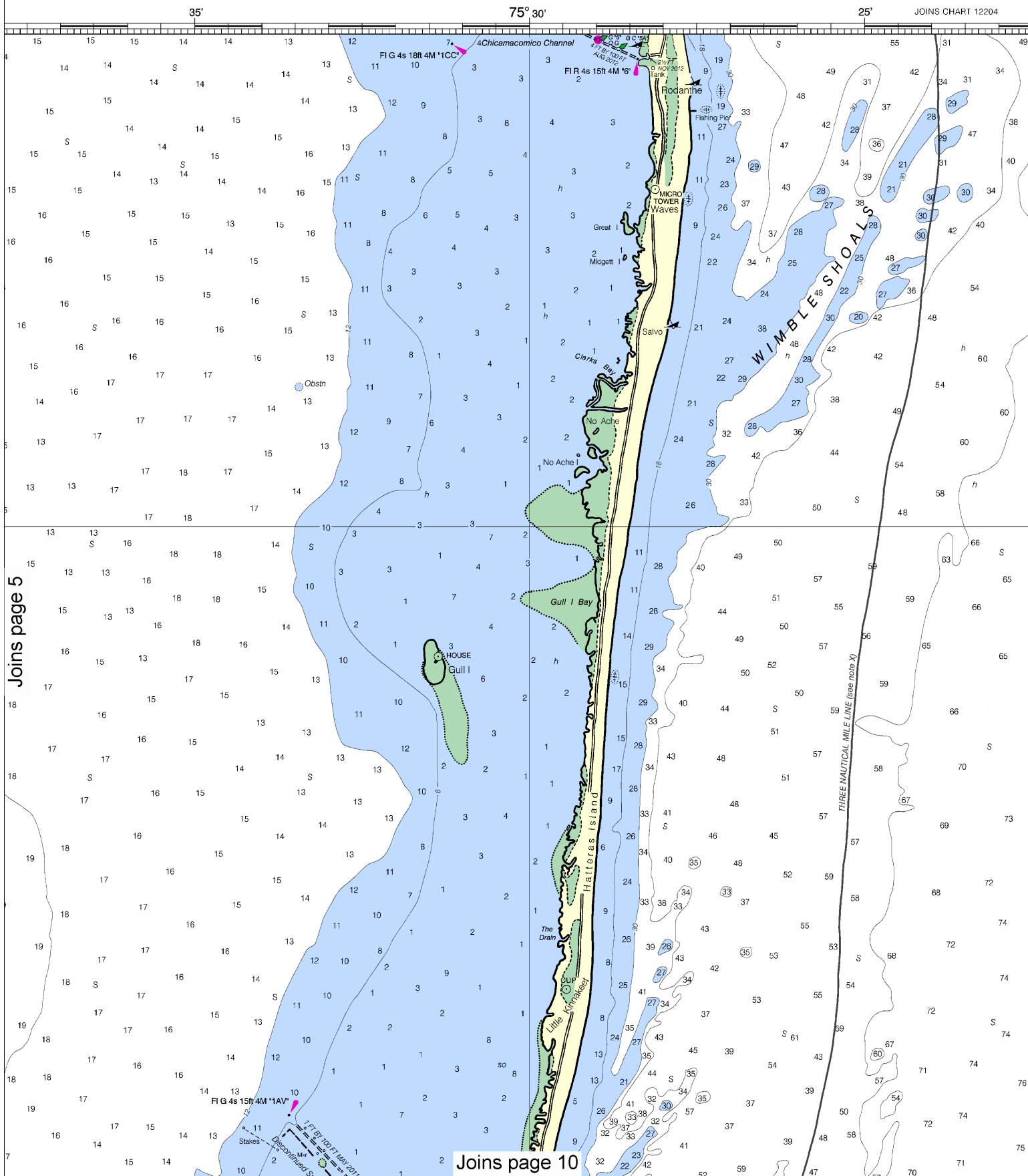
See Note on page 5.



Note: Chart grid
lines are aligned
with true north.



This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:114286. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

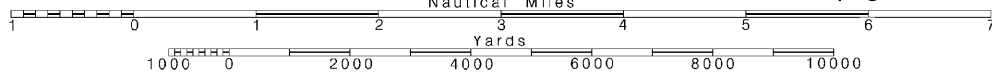
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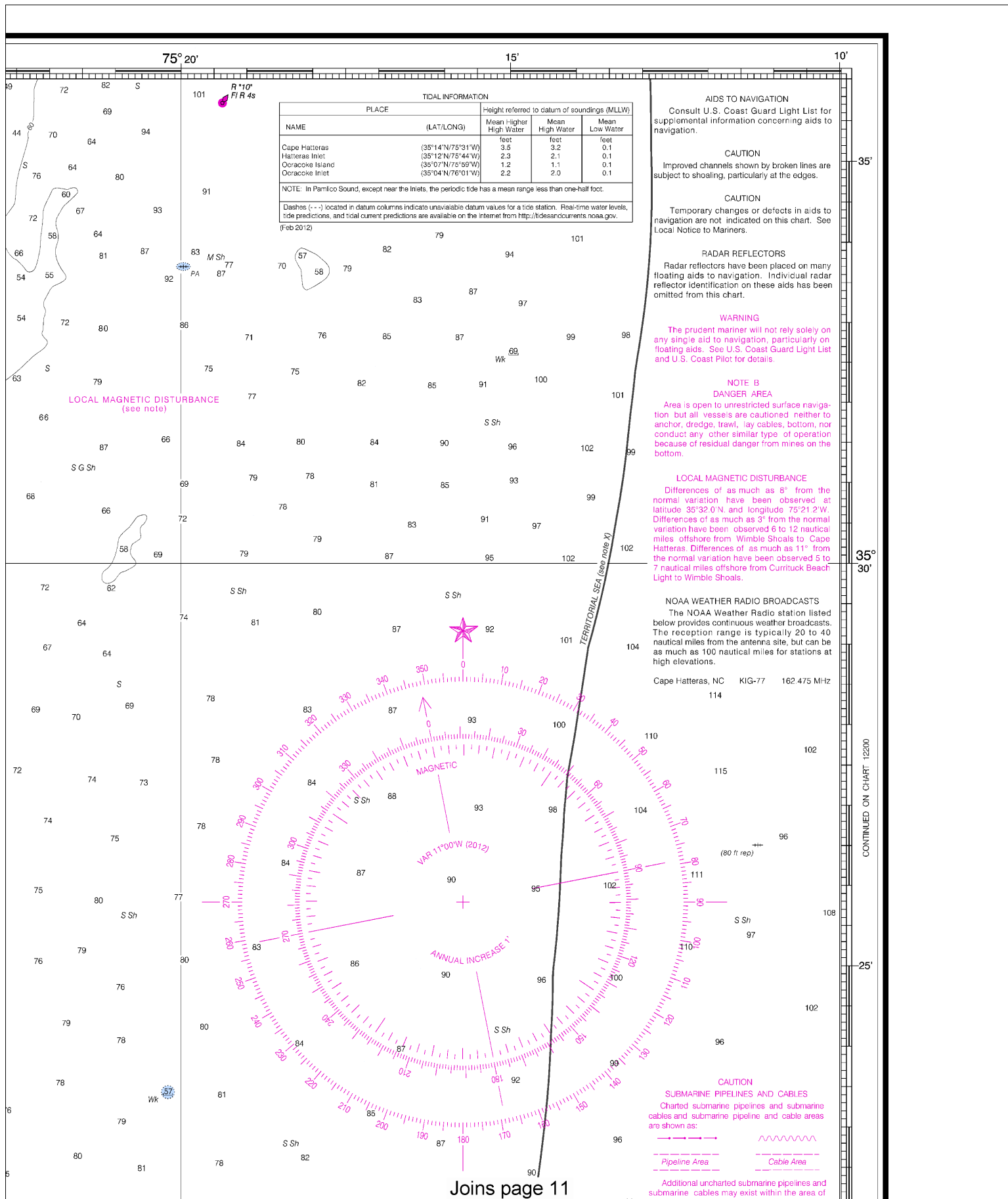
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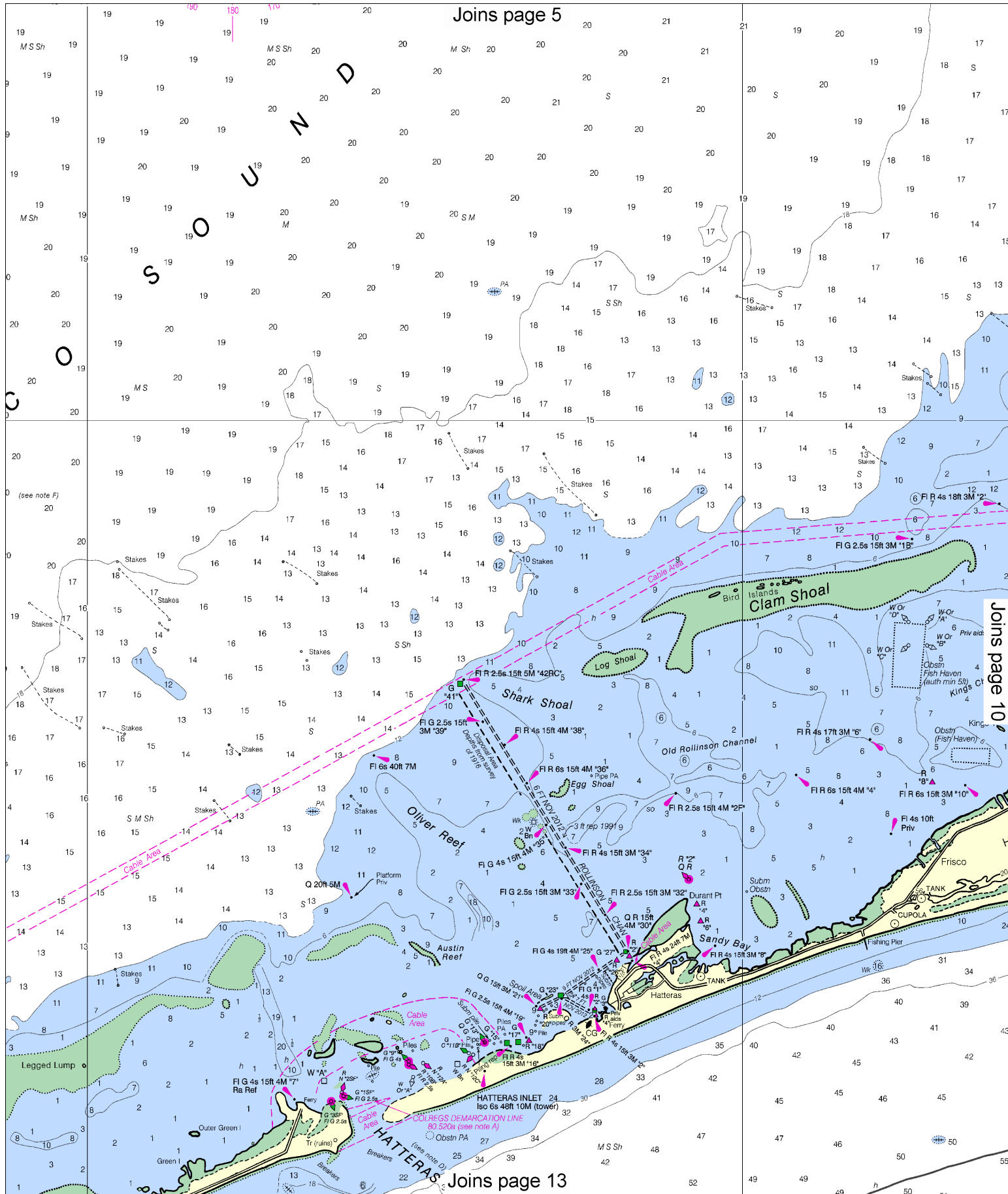
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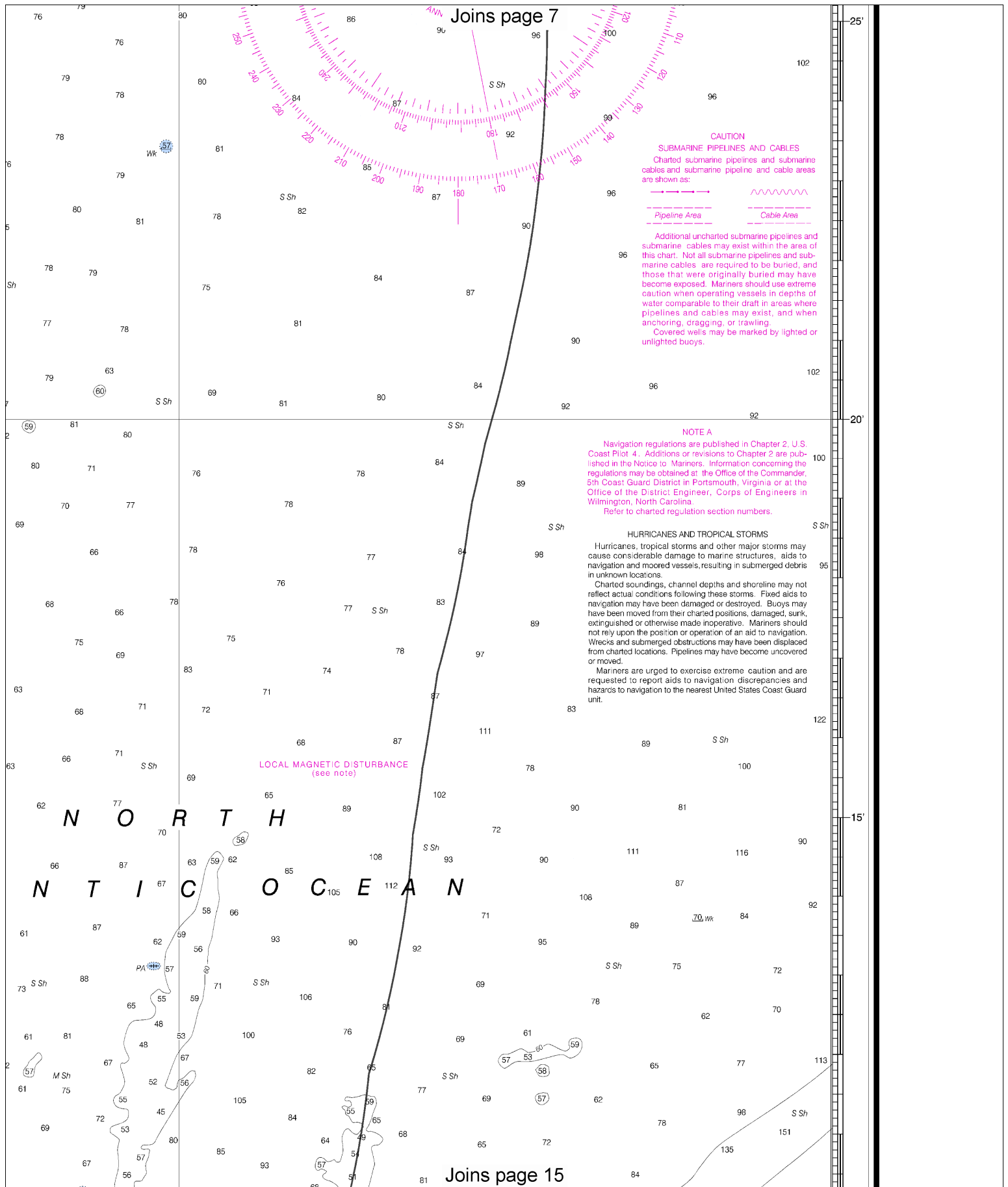
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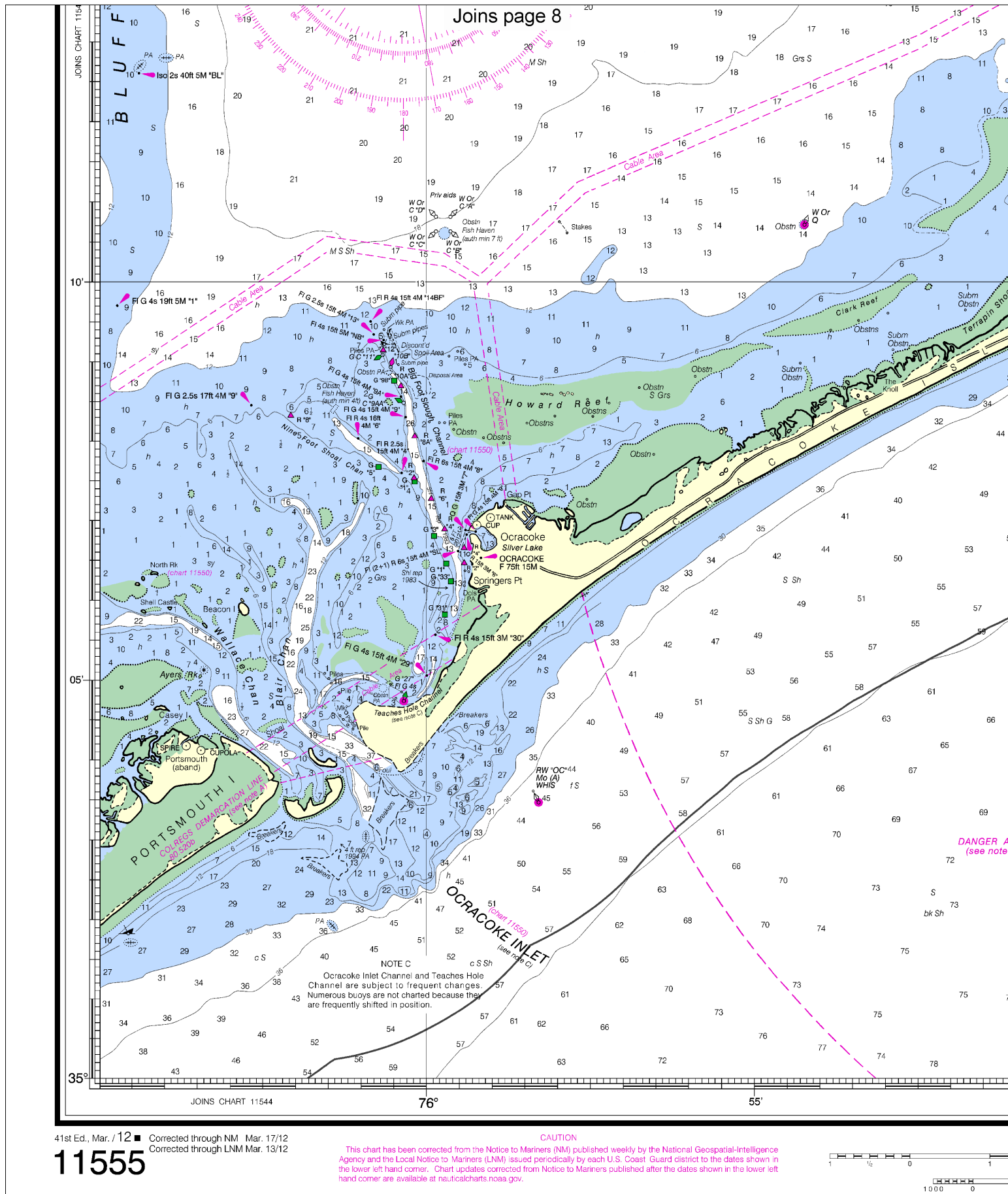
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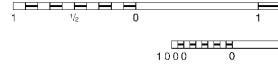




41st Ed., Mar. /12 ■ Corrected through NM Mar. 17/12
Corrected through LNM Mar. 13/12

11555

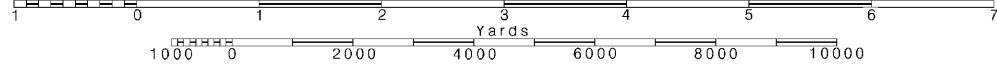
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.



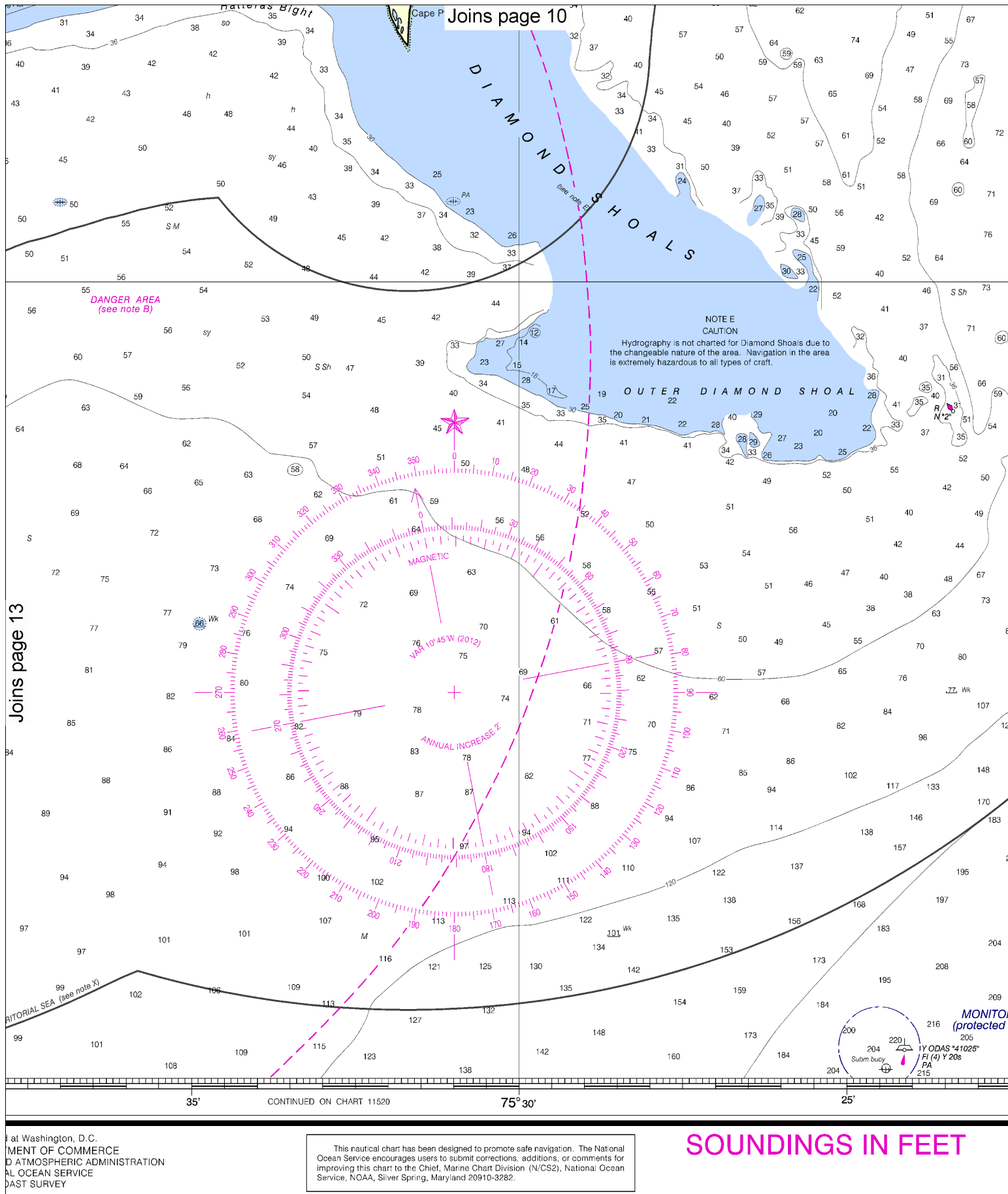
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Note: Chart grid lines are aligned with true north.

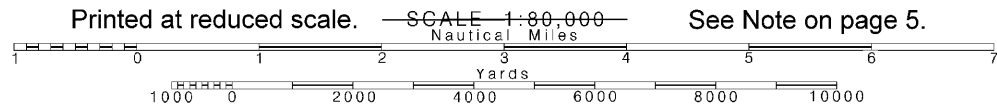
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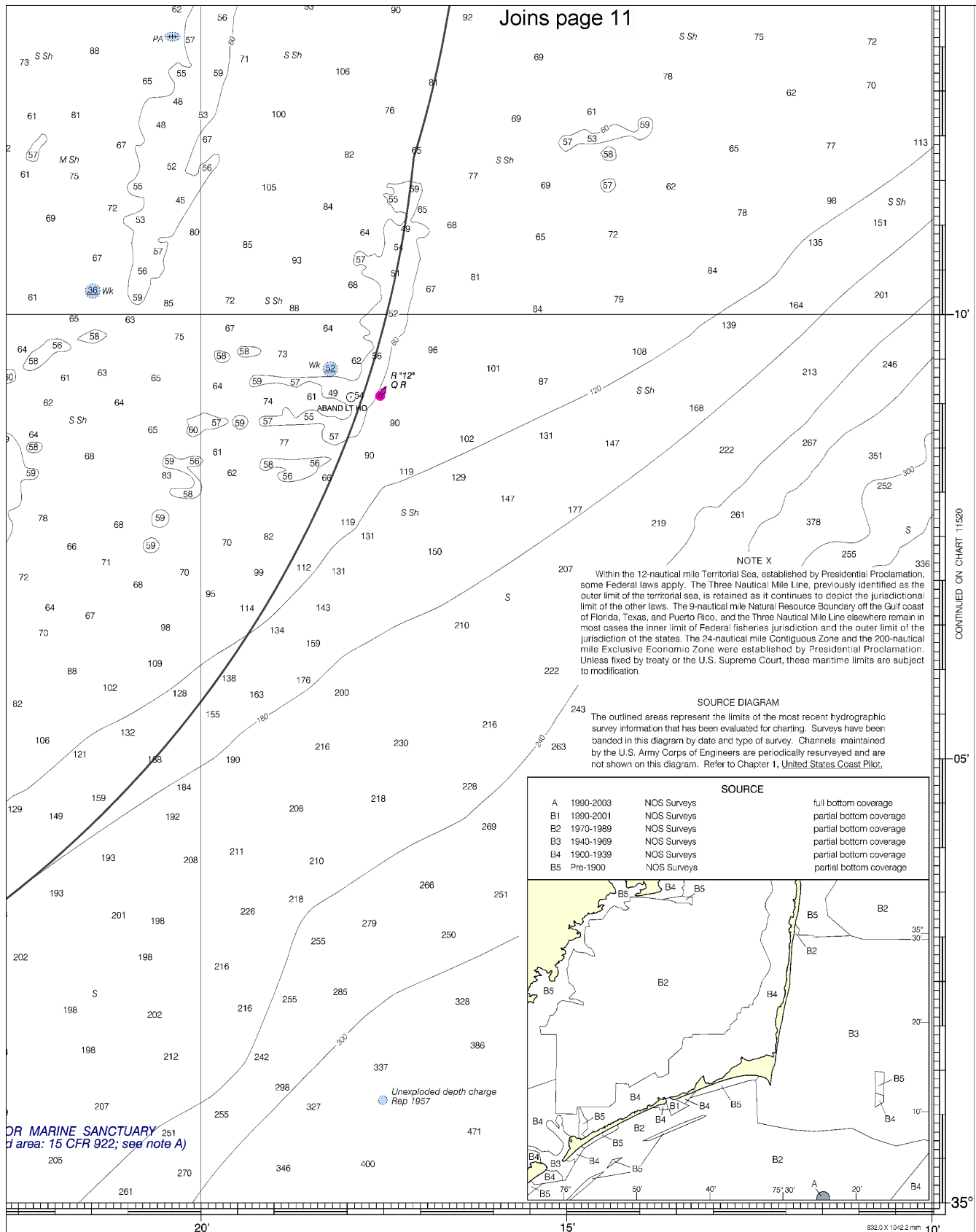


See Note on page 5.



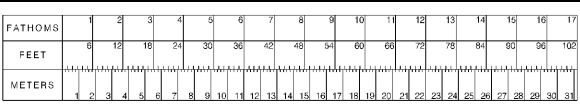
Note: Chart grid lines are aligned with true north.





CONTINUED ON CHART 11520

OR MARINE SANCTUARY
d area: 15 CFR 922; see note A)



Cape Hatteras
SOUNDINGS IN FEET - SCALE 1:80,000

11555

ED. NO. 41
NSN 764201401017
NGA REFERENCE NO. 11AC011555



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker